

## DIVISION OFFICERS

D. E. WALKER.....Superintendent.....Palestine, Texas

W. L. FAGAN.....Trainmaster  
Taylor Subdiv.....Palestine, Texas

J. A. SHAVER.....Trainmaster  
All Subdivs., except  
Taylor Subdiv.....San Antonio, Texas

H. E. HUSSEY.....Terminal  
Trainmaster.....San Antonio, Texas

C. C. MATHEWS, JR....Asst. Trainmaster  
All Subdivs. except  
Taylor Subdiv.....San Antonio, Texas

J. N. CUNNINGHAM...Asst. Trainmaster  
Taylor Subdiv.....Valley Jct., Texas

R. J. McGUYER.....Road Foreman  
of Engines.....San Antonio, Texas

G. G. FRETWELL.....Division Trainmaster  
All Subdivs., except  
Taylor Subdiv.....San Antonio, Texas

G. F. BROOKS.....Division Trainmaster  
Taylor Subdiv.....Palestine, Texas

**SAFETY FIRST**



**INTERNATIONAL - GREAT NORTHERN  
RAILROAD COMPANY  
SAN ANTONIO, UVALDE & GULF  
RAILROAD COMPANY  
SAN ANTONIO SOUTHERN RAILWAY  
ASHERTON & GULF RAILWAY CO.  
ASPHALT BELT RAILWAY COMPANY**

## SAN ANTONIO DIVISION

### TIMETABLE

# No. 80

Effective 12:01 A. M.

**SUNDAY, NOVEMBER 20, 1955**

CENTRAL STANDARD TIME

Superseding Timetable No. 79, dated August 28,  
1955, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO  
CARRY A COPY OF SPECIAL INSTRUCTIONS  
NO. 8, DATED JANUARY 1, 1955

The Railroad Company reserves the right to vary therefrom  
as circumstances may require.

R. P. HART, Chief Operating Officer.  
L. A. GREGORY, Asst. Chief Operating Officer.  
M. L. SMITH, General Superintendent Transportation.  
E. C. SHEFFIELD, General Manager.  
V. A. GORDON, Assistant General Manager.  
E. W. HARGRAVE, Asst. General Supt. Transportation.

## SPECIAL INSTRUCTIONS

**The following rules are repeated from the Uniform Code of Operating Rules for emphasis:**

**GENERAL NOTICE** (in part): SAFETY is of the FIRST importance in the discharge of duty.

**RULE B:** Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

**RULE E** (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

**RULE 107** (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

**RULE 108:** In case of doubt or uncertainty, the SAFE course MUST be taken.

**RULE 101** (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs, or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

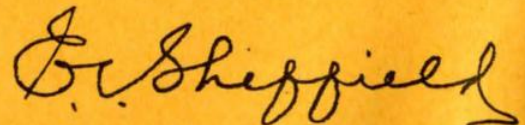
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatchers must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

### NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

**ATTENTION**  
**TRAIN AND ENGINE CREWS**

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

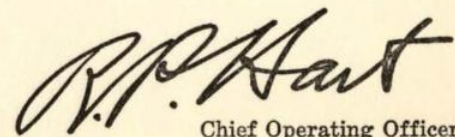
10. On crowded trains, Missouri Pacific Lines employees riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. **AVOID ROUGH HANDLING OF YOUR TRAIN.** Missouri Pacific Lines enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

  
Chief Operating Officer

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

TRAINS SOUTHWARD

Miles from Palestine	TIMETABLE NO. 80 NOVEMBER 20, 1955	FIRST CLASS									SECOND CLASS			THIRD CLASS
		21	121	37	27		75	65	67		91			
		Passenger	Passenger	Passenger	Passenger		Red Ball Freight	Red Ball Freight	Red Ball Freight		Local Freight			
STATIONS		Daily	Daily	Daily	Daily		Daily	Daily	Daily		Mon., Wed., Fri.			
0	OS..... PALESTINE.....@D\$Y	7 20 AM	7 25 AM	9 20 PM	11 45 PM			10 30 AM	8 45 PM		10 00 AM			
1.0	P..... SY JCT.....	7 22	7 27 AM	9 22	11 47 PM									
8.5	P..... TUCKER.....	7 29		a 9 32				10 55	9 00		10 20			
18.0	LS..... OAKWOOD.....*	7 40		s 9 44				11 15	9 15		10 50			
23.2	P..... PEELER.....	7 46		9 56				11 30	9 25		11 00			
34.7	LS..... BUFFALO.....*	7 58		s 10 10 <sup>66</sup>				11 54 <sup>AM</sup>	9 45 <sup>66</sup>		11 20			
43.8	LS..... JEWETT.....*	a 8 08		s 10 25				12 12 <sup>90 PM</sup>	10 00		11 39 AM			
54.8	LS..... MARQUEZ.....*	8 19		s 10 40				12 33	10 15		12 01 PM			
63.0	P..... RIDGE.....*	8 29		f 10 51				12 49	10 26		12 17			
68.3	P..... EASTERLY.....*			f 10 58										
70.4	P..... AN SIDING.....	8 37		11 01				1 01	10 36		12 27			
73.1	P..... NEW BADEN.....*			f 11 05										
77.1	LS..... FRANKLIN.....*	a 8 44		s 11 13				1 24	10 46		12 35			
83.9	P..... ELLIOTT.....	8 51		11 20				1 45	10 55		12 49			
89.6	LS..... HEARNE (T&NO Cross.) §	9 00		s 11 35				2 00 <sup>91</sup>	11 05		1 05 <sup>65</sup> 2 05 <sup>65</sup>			
93.9	PALESTINE DIV. CROSS.													
93.9	OS..... VALLEY JCT.....@DY	a 9 06		s 11 40 <sup>74</sup>			1 35 AM	2 15	11 13		2 40 PM			
99.6	P..... GAUSE.....*	9 12		s 11 46 PM			1 45	2 30	11 25 <sup>74</sup>					
110.0	OS..... MILANO (GCSF Cross.) Y	s 9 25		s 12 06 AM			2 04	2 50	11 42					
119.1	LS..... ROCKDALE (T&NO Cross.)	s 9 38		s 12 36 <sup>38</sup>			2 20	3 10	11 54 PM					
123.8	P..... MARJORIE (RS&S Conn.)													
132.2	LS..... THORNDALE.....*	9 52		s 12 58			2 42	3 36	12 16 <sup>38 AM</sup>					
138.4	LS..... THRALL.....*	10 00		s 1 18			2 52	3 50	12 47					
144.7	M-K-T CROSSING.....													
144.8	OS..... TAYLOR.....@D\$Y	10 10 AM		1 50 AM			3 05 AM	4 35 PM	1 10 AM					
	144.8	Daily	Daily	Daily	Daily		Daily	Daily	Daily		Mon., Wed., Fri.			

# TAYLOR SUBDIV.—TAYLOR TO PALESTINE

Station Numbers	Miles from Laredo	TIMETABLE NO. 80 NOVEMBER 20, 1955	Siding Capacity in Cars	TRAINS NORTHWARD								
				FIRST CLASS				SECOND CLASS		THIRD CLASS		
				28 Passenger	22 Passenger	122 Passenger	38 Passenger	66 Red Ball Freight	74 Red Ball Freight	90 Local Freight		
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur., Sat.	
81	412.2	CS..... PALESTINE.....@D\$Y	Yard	4 30 AM	7 20 PM	7 15 PM	4 40 AM		1 00 AM	5 30 AM		2 35 PM
	411.2	P..... SY JCT. 1.0 7.5		4 12 AM	7 12	7 05 PM	4 28					
90	403.7	P..... TUCKER 9.5	70		7 04		4 18		11 15 PM	4 41		1 45
99	394.2	LS..... OAKWOOD.....	67		6 54		4 02		10 40	4 21		1 30
105	389.0	P..... PEELER.....	74		6 48		3 50		10 30	4 11		1 10
116	377.5	LS..... BUFFALO.....	62		6 36		3 32		10 10 <sup>37</sup> 9 45 <sup>67</sup>	3 51		12 47
125	368.4	LS..... JEWETT.....	77		a 6 27		s 3 15		9 33	3 33		12 12 <sup>65</sup> PM
136	357.4	LS..... MARQUEZ.....	68		6 16		s 2 55		9 15	3 11		11 04 AM
144	349.2	P..... RIDGE.....	73		6 08		s 2 40		9 03	2 55		10 45
150	343.9	P..... EASTERLY.....					s 2 30					
152	341.8	P..... AN SIDING.....	75		6 02		2 25		8 51	2 41		10 31
154	339.1	P..... NEW BADEN.....					s 2 20					
158	335.1	LS..... FRANKLIN.....	60		a 5 55		s 2 12		8 40	2 27		10 10
165	328.3	P..... ELLIOTT.....	70		5 48		2 01		8 27	2 15		9 40
171	322.6	LS..... HEARNE (T&NO Cross.)\$	115		s 5 42		s 1 52		8 17	2 05		9 30
	318.3	PALESTINE DIV. CROSS. 0.0										
175	318.3	CS..... VALLEY JCT.....@DY	110		a 5 36		s 1 25 <sup>74</sup>		8 01	1 30 <sup>38</sup> 11 40 <sup>PM</sup>		9 15 AM
181	312.6	P..... GAUSE.....	128		5 29		s 1 09		6 48	11 25 <sup>67</sup>		
191	303.2	CS..... MILANO (GCSF Cross.) Y	132		s 5 17		s 12 47		6 30	11 05		
201	293.1	LS..... ROCKDALE (T&NO Cross.)	90		s 5 09		s 12 36 <sup>37</sup>		6 11	10 50		
205	288.4	P..... MARJORIE (RS&S Conn.)										
214	280.0	LS..... THORNDALE.....	73		4 57		s 12 16 <sup>67</sup>		5 45	10 26		
220	273.8	LS..... THRALL.....	84		4 51		s 12 01 AM		5 30	10 15		
	267.5	M-K-T CROSSING 6.3										
226	267.4	CS..... TAYLOR.....@D\$Y	Yard		4 43 PM		11 45 PM		5 15 PM	10 00 PM		
		144.8		Daily	Daily	Daily	Daily		Daily	Daily		Tue., Thur., Sat.

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

Miles from Palestine	TIMETABLE NO. 80 NOVEMBER 20, 1955	TRAINS SOUTHWARD								
		FIRST CLASS					SECOND CLASS			THIRD CLASS
		37 Passenger	905 M-K-T Passenger	21 Passenger	901 M-K-T Passenger	907 M-K-T Passenger	67 Red Ball Freight	75 Red Ball Freight	65 Red Ball Freight	97 Local Freight
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur., Sat.	
144.8	CS.....TAYLOR.....@D\$Y	2 00 AM		10 13 AM			2 30 AM	4 05 AM	6 10 PM	
153.4	P.....HUTTO..... <sup>8.6</sup> s	2 17		10 22			2 50	4 20	6 35	
161.6	LS...ROUND ROCK..... <sup>8.2</sup> s	2 32		10 30			3 02	4 35	6 50	
166.0	LS...MONEILL (T&NO Cross.) <sup>4.4</sup> s	2 44		10 34			3 08	4 45	7 02	
173.8	P.....SNEED..... <sup>7.8</sup>	2 54		10 40			3 20	5 01	7 20	
179.1	P.....AUSTIN..... <sup>5.3</sup> s	3 27		10 53			3 35	5 12	7 50 <sup>74</sup>	
	CONGRESS AVE - AUSTIN..... <sup>0.8</sup>		4 05 AM		11 59 AM	2 25 PM				
179.6	CS...COLORADO BRIDGE.....D\$Y <sup>0.5</sup>	3 28	4 10	10 54	12 03 PM	2 30	3 36	5 13	7 55	7 00 AM
187.3	P.....AF SIDING..... <sup>7.7</sup> s	3 42	4 19	11 03	12 12	2 45 <sup>908</sup>	3 55	5 34	8 40	7 24
190.0	.....MANOHACA..... <sup>2.7</sup> s	3 45								
194.2	LS.....BUDA..... <sup>4.2</sup> s	3 53	4 26	11 10 <sup>96</sup>	12 17	2 55	4 07	5 46	9 10	7 36
201.0	LS.....KYLE..... <sup>6.8</sup> s	4 03	4 34	11 17	12 24	3 02	4 18	5 56	9 44 <sup>88</sup>	7 48
204.2	P.....KUSHLA..... <sup>3.2</sup>	4 08	4 38	11 21	12 28	3 13	4 24	6 02	10 05	7 54
208.8	CS.....M-K-T JCT..... <sup>4.6</sup>	4 13	4 45 AM	11 26	12 35 PM	3 21 PM	4 34	6 10	10 20	8 02
209.7	P.....SAN MARCOS..... <sup>0.9</sup> s	4 23		11 30			4 37	6 13	10 25	8 45
216.9	P.....HUNTER..... <sup>7.2</sup> a	4 32		11 39			4 49	6 28	10 40	8 57
227.3	CS...NEW BRAUNFELS..... <sup>10.4</sup> s	4 46		11 50			5 10	6 52	11 20	9 15
227.4	.....M-K-T CROSSING..... <sup>0.1</sup>									
227.8	P...LANDA'S PARK..... <sup>0.4</sup> Y	4 49		11 54 AM			5 15	6 56	11 25	9 45
235.0	P.....CORBYN..... <sup>7.2</sup>	4 58		12 01 PM			5 26	7 07	11 36	10 00
236.7	P.....OGDEN..... <sup>1.7</sup>									
241.0	P.....BRACKEN..... <sup>4.3</sup> f	5 05		12 07 <sup>66</sup>			5 38	7 18	11 57 PM	10 15
246.0	P.....WETMORE..... <sup>7.0</sup> s	5 14		12 14			5 50	7 32	12 16 AM	10 30
249.2	LS...LONGHORN..... <sup>1.2</sup> Y									
254.0	P.....ADAMS..... <sup>4.8</sup>	5 22		12 21			6 10	7 42	12 30	10 40
256.3	.....MONTE VISTA..... <sup>2.3</sup> s	5 26		12 26						
259.1	CS.....SAN ANTONIO..... <sup>2.8</sup> @D\$T	5 45 AM		12 40 PM			7 50 AM	8 00 AM	1 00 AM	11 00 AM
	114.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur., Sat.

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

5

TIMETABLE

NO. 80

NOVEMBER 20, 1955

TRAINS NORTHWARD

Station Numbers	Miles from Laredo	STATIONS	Siding Capacity in Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS
				902	908	22	38	906	66	74	96
				M-K-T Passenger	M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	Red Ball Freight	Red Ball Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Mon., Wed., Fri.	
226	267.4	CS.....TAYLOR.....@D&Y	Yard			4 40 PM	11 40 PM		3 15 PM	9 00 PM	
235	258.8	P.....HUTTO.....*	65			4 26 s	11 20		2 50	8 37	
243	250.6	LS.....ROUND ROCK.....*	87			4 18 s	11 07		2 37	8 25	
247	246.2	LS.....McNEIL (T&NO Cross.) * 4.4	96			4 14	10 56		2 31	8 17	
253	238.4	P.....SNEED..... 7.8	108			4 06	10 45		2 19	8 05	
262	233.1	P.....AUSTIN..... 5.3	86			s 4 00	s 10 35		2 12	7 50 <sup>65</sup>	
		CONGRESS AVE - AUSTIN 0.8		1 42 PM	3 00 PM			12 17 AM			
261	232.6	CS.....COLORADO BRIDGE.....D&Y 0.5		1 37	2 55	3 54	10 13	12 12	2 07	7 41	11 50 AM
268	224.9	P.....AF SIDING..... 7.7	95	1 28	2 45 <sup>907</sup>	3 47	10 04	12 01 AM	1 55	7 30	11 30
271	222.2	MANCHACA.....* 2.7					f 10 00				
276	218.0	LS.....BUDA.....* 4.2	85	1 20	2 27	3 40	s 9 55	11 54 PM	1 44	7 20	11 10 <sup>21</sup>
282	211.2	LS.....KYLE.....* 6.8	79	1 13	2 14	3 34	s 9 44 <sup>65</sup>	11 47	1 33	7 11	10 48
285	208.0	P.....KUSHLA..... 3.2	75	1 09	2 08	3 31	9 38	11 43	1 28	7 06	10 41
290	203.4	CS.....M-K-T JCT..... 4.6	63	1 03 PM	2 01 PM	3 26	9 32	11 37 PM	1 21	6 59	10 33
291	202.5	P.....SAN MARCOS..... 0.9				s 3 24	s 9 30		1 19	6 56	10 30
298	195.3	P.....HUNTER..... 7.2	92			3 17	a 9 16		1 08	6 46	9 46
308	184.9	CS.....NEW BRAUNFELS.....\$ 10.4	46			s 3 07	s 9 02		12 53	6 28	9 30
	184.8	M-K-T CROSSING 0.1									
309	184.4	P.....LANDA'S PARK.....Y 0.4	81			3 05	8 57		12 35	6 24	8 59
316	177.2	P.....CORBYN..... 7.2	82			2 58	8 50		12 21	6 14	8 47
318	175.5	P.....OGDEN.....\$ 1.7									
322	171.2	P.....BRACKEN..... 4.3	91			2 52	f 8 43		12 07 <sup>21</sup> PM	6 05	8 37
329	164.2	P.....WETMORE.....* 7.0	75			2 45	f 8 34		11 42 AM	5 54	8 25
330	163.0	LS.....LONGHORN.....Y 1.2									
335	158.2	P.....ADAMS..... 4.8	77			2 39	8 27		11 28	5 45	8 15
	155.9	MONTE VISTA 2.3				s 2 36	s 8 23				
340	153.1	CS.....SAN ANTONIO.....@D&T 2.8	Yard			2 30 PM	8 15 PM		11 15 AM	5 30 PM	8 10 AM
		114.3		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon., Wed., Fri.

## LAREDO SUBDIV.—SAN ANTONIO TO LAREDO

Station Numbers	Miles from Palestine	TIMETABLE NO. 80 NOVEMBER 20, 1955	Siding Capacity in Cars	TRAINS SOUTHWARD							
				FIRST CLASS		SECOND CLASS		THIRD CLASS			
				205 Passenger	21 Passenger	267 Red Ball Freight	67 Red Ball Freight	99 Local Freight	291 Local Freight		
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
340	259.1	OS..... SAN ANTONIO .....@D\$T	Yard	12 50 PM	1 00 PM	8 00 PM	8 45 PM	6 50 AM	7 20 AM		
	259.8	0.7 T. & N. O. CROSSING	} from Tracks								
	260.4	0.6 S. P. CROSSING									
	262.2	1.8 S. A. U. & G. CROSS-OVER.			12 59 PM	1 09	8 15 PM			7 35 AM	
	263.3	1.1 SA JCT.				1 11 22					
345	264.3	1.0 SOUTH SAN ANTONIO	Y\$ Yard		1 13		9 10	7 35			
353	272.1	7.8 P..... VON ORMY	57		f 1 22		9 32	8 13 66			
356	274.7	2.6 P..... SAS JCT.			1 26		9 38	8 27			
363	282.1	7.4 P..... LITTLE	55		f 1 36		10 05	8 50			
368	287.1	5.0 LS..... NATALIA	32		f 1 42 98		10 15	9 10			
373	291.5	4.4 LS..... DEVINE	55		s 1 49		10 35	9 40			
382	300.4	8.9 P..... MOORE	56		f 2 01		10 55	9 55			
386	305.0	4.6 P..... JENSEN	56		2 07		11 10	10 10			
394	313.0	8.0 LS..... PEARSALL	60		s 2 19		11 30	10 30			
403	321.9	8.9 P..... DERBY	56		f 2 31		11 50 PM	11 20 22			
410	329.1	7.2 LS..... DILLEY	61		s 2 41		12 10 AM	11 55 98 AM			
422	340.5	11.4 LS..... GARDENDALE	Y 51		f 2 55		1 10	12 20 PM			
427	345.8	5.3 LS..... COTULLA	119		s 3 04		2 00	1 15			
435	354.0	8.2 P..... TUNA	22		3 15		2 25	1 35			
438	356.9	2.9 P..... ARTESIA WELLS			f 3 19		2 35	1 40			
	357.0	0.1 A&G JCT.			3 20		2 36	1 41			
449	367.6	10.6 P..... ATLEE	75		3 32		3 10	2 01			
455	374.1	6.5 LS..... ENCINAL	64		s 3 42		3 49	2 13			
467	385.3	11.2 P..... CALLAGHAN	56		f 3 55		4 25 66	2 35			
473	391.8	6.5 P..... WEBB	75		a 4 03		4 50	2 50			
484	402.5	10.7 P..... ORVIL	75		4 16		5 30	3 10			
490	408.3	5.8 NYE	32		4 24		5 50	3 25			
	412.0	3.7 TEXAS MEXICAN CROSSING.									
494	412.2	0.2 LS..... LAREDO .....@D\$Y	Yard		4 40 PM		6 20 AM	3 45 PM			
		153.1		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		



LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

**TIMETABLE  
NO. 80**

NOVEMBER 20, 1955

**TRAINS NORTHWARD**

Station Numbers	Miles from Laredo	STATIONS	Siding Capacity in Cars	FIRST CLASS						SECOND CLASS		THIRD CLASS	
				22		206		66	266	98	290		
				Passenger	Passenger	Red Ball Freight	Red Ball Freight					Local Freight	Local Freight
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
340	153.1	CS. SAN ANTONIO @D&T	Yard	1 30 PM	1 45 PM			9 45 AM	5 45 AM		2 50 PM	3 10 PM	
	152.4	T. & N. O. CROSSING	Two Main Tracks	1 18	1 33								
	151.8	S. P. CROSSING											
	150.0	S. A. U. & G. CROSS-OVER			1 14	1 25 PM				4 55 AM			2 50 PM
	148.9	SA JCT.			1 11 21								
345	147.9	SOUTH SAN ANTONIO Y&S	Yard	1 08				8 30			2 38		
353	140.1	P. VON ARMY	57	f 12 54				8 13 99			2 22		
356	137.5	P. SAS JCT		12 46				8 08			2 16		
363	130.1	P. LYTLE	55	s 12 35				7 54			2 01		
368	125.1	LS NATALIA	32	f 12 24				7 44			1 42 21		
373	120.7	LS DEVINE	55	s 12 13 PM				7 34			1 25		
382	111.8	P. MOORE	56	f 11 55 AM				7 16			1 10		
386	107.2	P. JENSEN	56	11 46				7 08			1 00		
394	99.2	LS PEARSALL	60	s 11 34				6 55			12 45		
403	90.3	P. DERBY	56	f 11 20 99				6 37			12 30 PM		
410	83.1	LS DILLEY	61	s 11 09				6 24			11 55 99 AM		
422	71.7	LS GARDENDALE Y	51	f 10 50				6 00			11 20		
427	66.4	LS COTULLA	119	s 10 34 98				5 30			10 34 22		
435	58.2	P. TUNA	22	10 23				5 18			9 57		
438	55.3	P. ARTESIA WELLS		f 10 18				5 13			9 51		
	55.2	A&G JCT.		10 17				5 12			9 50		
449	44.6	P. ATLEE	75	10 06				4 55			9 27		
455	38.1	LS ENCINAL	64	s 9 56				4 45			9 14		
467	26.9	P. CALLAGHAN	56	f 9 41				4 25 67			8 54		
473	20.4	P. WEBB	75	a 9 33				4 12			8 42		
484	9.7	P. ORVIL	75	9 19				3 51			8 22		
490	3.9	NYE	32	9 13				3 40			8 12		
	0.2	TEXAS MEXICAN CROSSING											
494	0.0	LS LAREDO @D&Y	Yard	9 05 AM				3 30 AM			8 00 AM		
	153.1			Daily	Daily			Daily	Daily		Daily	Daily Except Sunday	

## CRYSTAL CITY SUBDIV.—BETWEEN NORTH PLEASANTON AND CRYSTAL CITY

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE		Miles from Crystal City	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						NO. 80				SECOND CLASS			
255 Local Freight						NOVEMBER 20, 1955				254 Local Freight			
Daily				STATIONS		Daily							
				G 33	33.7	P	NORTH PLEASANTON	Y	114.1	Yard			
				H 39	38.6		JOURDANTON JCT.	Y	107.2				
					38.6		S. A. S. SUBDIV. CROSSING		107.2				
				H 49	49.3	LS	CHARLOTTE		96.5	20			
				H 61	61.1	P	HINDES		84.7	26			
				H 72	72.2		ZELLA		73.6	23			
				H 79	78.8	LS	FOWLERTON		67.0	30			
				H 91	91.4	P	LOS ANGELES		54.4	18			
			3 30 AM	H105	105.0	LS	GARDENALE	Y	40.8	Yard	3 00 AM		
			4 20	H118	118.3	P	KX SIDING		27.5	44	2 10		
			4 47	H127	127.1	LS	BIG WELLS		18.7		1 37		
			5 10	H134	134.5	P	JN SIDING		11.3	92	1 15		
			5 40	H143	143.4		RIVER		2.4	Yard	12 45		
			5 50 AM	H146	145.8	LS	CRYSTAL CITY	DY	0.0	Yard	12 35 AM		
			Daily						114.1		Daily		

## UVALDE SUBDIV.—BETWEEN UVALDE JCT. AND CARRIZO SPRINGS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE		Miles from Uvalde Jct.	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						NO. 80				SECOND CLASS			
253 Local Freight						NOVEMBER 20, 1955				252 Local Freight			
Daily Except Sunday				STATIONS		Daily Except Sunday							
				J 187	186.6		UVALDE JCT.	Y	0.0				
				J 185	184.5	LS	UVALDE		2.1	Yard			
			2 00 PM	J 173	172.9	P	AB JCT.	Y	13.7	26	9 30 AM		
			2 35	J 164	163.9	LS	LA PRYOR		22.7	28	9 00		
			4 00 PM	H146	145.8	LS	CRYSTAL CITY	DY	40.8	Yard	8 00 AM		
				H149	149.2		WINTER HAVEN		46.0	6			
				H156	156.2	LS	CARRIZO SPRINGS		53.0	Yard			
			Daily Except Sunday						53.0		Daily Except Sunday		

# SAN ANTONIO SOUTHERN SUBDIV — BETWEEN SAS JCT. AND JOURDANTON

9

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE NO. 80		Miles from Jourdanton	Siding Capacity in Cars	TRAINS NORTHWARD			
						STATIONS							
					15.8	P.....	SAS JCT.....	29.2					
				Y 5	20.4	LS.....	SOMERSET <sup>4.6</sup>	24.6	13				
				Y20	35.7	LS.....	POTEET <sup>15.3</sup>	9.3	34				
					43.5		CRYSTAL CITY SUBDIV. CROSSING <sup>7.8</sup> ..... Y	1.5					
				Y29	45.0	LS.....	JOURDANTON <sup>1.5</sup> .....	0.0	Yard				
						29.2							

# GEORGETOWN SUBDIV.—BETWEEN ROUND ROCK AND GEORGETOWN

TRAINS SOUTHWARD				Station Numbers	Miles from Round Rock	TIMETABLE NO. 80		Miles from Georgetown	Siding Capacity in Cars	TRAINS NORTHWARD			
						STATIONS							
				243	0.0	LS.....	ROUND ROCK.....	10.0	89				
				F 10	10.0	LS.....	GEORGETOWN <sup>10.0</sup> .....	0.0	Yard				
						10.0							

## ASHERTON SUBDIV.

BETWEEN ASHERTON AND A&G JCT.

SOUTHWARD

NORTHWARD

Station Numbers	Miles from San Antonio	TIMETABLE NO. 80	
		NOVEMBER 20, 1955	
STATIONS			
K 1	129.8	LS.....	ASHERTON.....
K 12	118.8	LS.....	CATARINA <sup>11.0</sup> .....
K 21	109.8		LIGHT <sup>9.0</sup> .....
	97.9		A&G JCT. <sup>11.9</sup> .....
		32.0	

## ASPHALT BELT SUBDIV.

BETWEEN DABNEY AND AB JCT.

SOUTHWARD

NORTHWARD

SECOND CLASS	Station Numbers	Miles from San Antonio	TIMETABLE NO. 80	
			NOVEMBER 20, 1955	
STATIONS				
253			P.....	DABNEY.....
Local Freight				U. R. A. CO. CROSSING <sup>4.4</sup> .....
Daily Except Sunday	12 30 PM	AB18	190.8	P.....
				AB JCT. <sup>13.5</sup> ..... Y
	2 00 PM	J173	172.9	
Daily Except Sunday				17.9

**SPECIAL INSTRUCTIONS**

**1. Northward regular trains are superior to trains of the same class in the opposite direction.**

**2. MAXIMUM SPEED:**

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

**2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).**

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".....Diesel engines with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

CONSIST "D".....Diesel engines with streamlined, lightweight—LOW center of gravity cars only.

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track Without Slow Speed Signs	Track Without Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	Curves With Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	Curves With Slow Speed Signs
<b>TAYLOR SUBDIV.:</b>								
Between Palestine and Ridge.....	50	70	79	79		79	79	
Between Ridge and Valley Jct.....	50	60	79	79		79	79	
Between Valley Jct. and Taylor.....	50	70	79	79		79	79	Five
<b>AUSTIN SUBDIV.....</b>	50	70	79	79		79	79	Miles
<b>GEORGETOWN SUBDIV.....</b>	15	15	15	15	Speed	15	15	Per Hour
<b>LAREDO SUBDIV.:</b>					Shown			Above
Between San Antonio and SA Jct.....	35	50	50	50		50	50	
Between SA Jct. and Laredo.....	45	59	59	59	on Slow	59	59	
<b>CRYSTAL CITY SUBDIV.....</b>	20	20	20	20	Speed	20	20	Speed
<b>UVALDE SUBDIV.:</b>					Signs			Shown on
Between Uvalde Jct. and A B Jct.....	20	20	20	20		20	20	Slow Speed
Between A B Jct. and Crystal City.....	30	30	30	30		30	30	
Between MP 145 and Carrizo Springs.....	20	20	20	20		20	20	Signs
<b>ASPHALT BELT SUBDIV.....</b>	30	30	30	30		30	30	
<b>SAN ANTONIO SOUTHERN SUBDIV.....</b>	20	20	20	20		20	20	
<b>ASHERTON SUBDIV.....</b>	15	15	15	15		15	15	

**2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).**

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

GCL and IGN Engines	Miles Per Hour	Missouri Pacific Engines	Miles Per Hour
Diesel 7007 to 7009.....	98	Diesel 301 to 372.....	65
Diesel 7012 to 7013.....	98	Diesel 501 to 626.....	65
Diesel 8011 to 8012.....	98	Diesel 7000 to 7021.....	98
Diesel 525 to 618.....	65	Diesel 7100.....	90
Diesel 4112 to 4331.....	65	Diesel 8001 to 8036.....	98
Diesel 9016 to 9232.....	35	Diesel 4100 to 4101.....	35
		Diesel 4102 to 4103.....	75
Texas & Pacific Engines		Diesel 4104 to 4289.....	65
Diesel 1500 to 1580.....	65	Diesel 4332 to 4371.....	65
Diesel 2000 to 2017.....	98	Diesel 4501 to 4526.....	65

**3. SPEED RESTRICTIONS: (Where maximum train or engine speed is LOWER, it will govern).**

**3-A. Engines Light Moving Forward:**

BLANK.

**3-B. Engines Moving Backward, or Moving Forward Shoving Cars:**

Diesel engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

	Miles Per Hour
Taylor, Austin and Laredo Subdivisions.....	25
Georgetown, Crystal City, Uvalde, Asphalt Belt, San Antonio Southern and Asherton Subdivisions.....	15

**3-C. Through Turnouts and Crossovers, and Spring Switches:**

All trains must observe following maximum speed through turnouts, crossovers and spring switches:

Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 turnouts and crossovers, entire train .....	30
In straightaway movement when moving points of No. 10 spring switches .....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches.....	30

(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.)

# SPECIAL INSTRUCTIONS

### 3-C. Through Turnouts and Crossovers, and Spring Switches: (Concluded)

All main track turnouts are No. 10 turnouts or less, except the following which are No. 15, 16 or 20 turnouts:

- SY Jct. —Trinity Subdiv., connection
- Valley Jct. —South siding switch.
- Rockdale —North siding switch
- Taylor —North switch freight route
- Austin —North siding switch
- MKT Jct. —MKT connection
- Landa's Park—North and South siding switches
- San Antonio —North switch freight route Martin Street
- SA Jct. —End of two main tracks

### 3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

	Miles Per Hour	
	Consist "A"	Consist "B" "C" and "D"
<b>TAYLOR SUBDIV.:</b>		
Palestine, city limits .....	30	30
Oakwood, city limits .....	45	45
Franklin, city limits .....	45	45
Hearne, city limits .....	30	30
Rockdale, city limits .....	45	45
Thorndale, city limits .....	45	45
<b>Taylor:</b>		
City limits .....	25	25
Between M-K-T crossing and passenger station, passenger route .....	15	15
Main Street crossing .....	8	8
<b>AUSTIN SUBDIV.:</b>		
Taylor, city limits .....	25	25
Main Street crossing .....	8	8
Austin, city limits .....	12	12
Except between West Ave. and Congress Ave. Colorado Bridge, wye tracks.....	6	6
San Marcos, city limits .....	15	15
San Marcos, city limits .....	30	30
<b>New Braunfels:</b>		
City limits .....	12	12
San Antonio street crossing .....	6	6
<b>San Antonio:</b>		
City Limits		
MP 253 pole 21 (Cementville Crossing to MP 254 pole 28 (Hermine Blvd.).....	50	60
MP 254 pole 28 (Hermine Blvd.) to MP 256 pole 3 (Norwood Court).....	50	50
MP 256 pole 3 (Norwood Court) to MP 257 pole 10 (Craig Place).....	40	40
MP 257 pole 10 (Craig Place) to MP 258 pole 17 (Leal St.) .....	30	30
MP 258 pole 17 (Leal St.) to Commerce St.....	20	20
<b>LAREDO SUBDIV.:</b>		
<b>San Antonio:</b>		
City limits		
Commerce St. to MP 259 pole 27 (Colima St.)	20	20
MP 259 pole 27 (Colima St.) to MP 260 pole 25 (Goodwin Ave.) .....	30	30
MP 260 pole 25 (Goodwin Ave.) to MP 261 pole 25 (Taft Blvd.) .....	40	40
MP 261 pole 25 (Taft Blvd.) to MP 263.....	50	50

### 3-D. Continued

NORTHWARD FIRST CLASS TRAINS WILL MOVE AT RESTRICTED SPEED BETWEEN SAU&G CROSSOVER AND PASSENGER STATION, SAN ANTONIO.

	Miles Per Hour
Devine, city limits .....	40
Cotulla, city limits .....	40
Laredo, between Texas-Mexican crossing and pas- senger station, passenger route.....	15
<b>CRYSTAL CITY SUBDIV.:</b>	
Crystal City, wye tracks.....	10
<b>UVALDE SUBDIV.:</b>	
Uvalde Jct. turn out, north wye switch.....	5

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:

Permissible Speed in Miles per Hour	NORTHWARD				SOUTHWARD			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

#### TAYLOR SUBDIV.:

65	143	20	143	12	40	0	00	1	10
60	130	05	129	29	65	2	19	2	24
65	127	08	126	06	50	2	27	4	14
65	123	06	122	23	65	4	15	5	00
65	115	15	115	08	50	5	23	6	03
65	113	29	112	21	65	6	13	6	23
65	95	10	95	00	40	13	03	13	12
45	94	26	94	20	50	13	21	13	27
65	91	20	91	05	65	18	15	18	22
65	88	10	87	02	50	19	13	22	21
65	80	10	80	05	50	23	24	25	27
65	72	00	70	25	65	26	08	26	19
65	70	08	69	25	50	27	05	28	20
65	68	13	68	04	65	29	15	29	20
65	67	18	67	14	50	31	15	32	00
50	67	02	64	06	65	32	06	35	18
50	62	07	61	26	50	35	25	38	02
65	61	23	61	14	65	38	09	38	20
50	60	13	59	24	65	39	24	40	27
65	59	22	59	15	65	42	10	42	29
50	59	05	58	20	65	44	20	45	04
65	58	13	57	09	65	45	27	46	15
65	55	16	55	11	65	47	06	47	15
65	48	19	48	10	65	48	10	48	19
65	47	15	47	06	65	55	11	55	16
65	46	15	45	27	65	57	09	58	13
65	45	04	44	20	50	58	20	59	05
65	42	29	42	10	65	59	15	59	22
65	40	27	39	24	50	59	24	60	13
65	38	20	38	09	65	61	14	61	23
50	38	02	35	25	50	61	26	62	07
65	35	18	32	06	50	64	06	67	02
50	32	00	31	15	65	67	14	67	18
65	29	20	29	15	65	68	04	68	13
50	28	20	27	05	65	69	25	70	08
65	26	19	26	08	65	70	25	72	00
50	25	27	23	24	65	80	05	80	10
50	22	21	19	13	65	87	02	88	10
65	18	22	18	15	65	91	05	91	20
50	13	27	13	21	45	94	20	94	26
40	13	12	13	03	65	95	00	95	10
65	6	23	6	13	65	112	21	113	29
50	6	03	5	23	65	115	08	115	15
65	5	00	4	15	65	122	23	123	06
50	4	14	2	27	65	126	06	127	08
65	2	24	2	19	60	129	29	130	05
40	1	10	0	00	65	143	12	143	20

# SPECIAL INSTRUCTIONS

**3-D. Concluded**

NORTHWARD					SOUTHWARD				
Permissible Speed in Miles per Hour	From		To		Permissible Speed in Miles per Hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
	<b>AUSTIN SUBDIV.:</b>								
65	249	09	249	04	40	146	14	146	24
65	247	16	247	12	65	147	03	147	18
65	244	05	242	27	65	160	02	160	10
65	240	14	240	08	60	161	09	161	22
65	232	02	231	29	65	166	31	167	03
65	231	06	231	03	65	167	30	168	01
65	229	10	229	05	65	169	25	169	88
40	227	33	227	24	65	174	13	174	23
50	226	02	225	26	65	176	18	178	03
65	220	01	219	24	50	178	11	181	26
65	211	04	210	30	50	182	24	184	18
50	207	06	205	11	65	190	21	190	27
65	203	02	202	09	60	191	22	191	26
50	202	00	201	24	50	201	24	202	00
60	191	26	191	22	65	202	09	203	02
65	190	27	190	21	50	205	11	207	06
50	184	18	182	24	65	210	30	211	04
50	181	26	178	11	65	219	24	220	01
65	178	03	176	18	50	225	26	226	02
65	174	23	174	13	40	227	24	227	33
65	169	38	169	25	65	229	05	229	10
65	168	01	167	30	65	231	03	231	06
65	167	03	166	31	65	231	29	232	02
60	161	22	161	09	65	240	08	240	14
65	160	10	160	02	65	242	27	244	05
65	147	18	147	03	65	247	12	247	16
40	146	24	146	14	65	249	04	249	09

**LAREDO SUBDIV.:**

50	402	07	402	01	50	292	29	293	03
50	400	24	400	19	50	300	17	301	11
50	399	20	399	14	50	302	26	303	02
50	398	23	398	17	50	350	22	350	23
50	350	28	350	22	50	398	17	398	23
50	303	02	302	26	50	399	14	399	20
50	301	11	300	17	50	400	19	400	24
50	293	03	292	29	50	402	01	402	07

**CRYSTAL CITY SUBDIV.:**

10	78	15	77	00	10	77	00	78	15
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**UVALDE SUBDIV.:**

15	164	19	164	03	15	164	03	164	19
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**3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:**

All Diesel Engines and Motor Cars dead in tow or Disabled in Charge of Crew:

With trucks and traction motors in good running condition..... Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition..... As Authorized By Superintendent

**3-E. Concluded**

Miles Per Hour

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels.... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels 10

No restriction for flat spots shorter than above specified lengths.

**3-F. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:**

Pile Drivers .....	25
Steam Shovels .....	25
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
Bridge Derrick-Pile Driver (combination machine).....	25
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.	
American Ditchers (self-propelling) .....	25
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. Side rods and cranks must be removed from trucks.	
Locomotive Cranes or Clam Shells.....	25
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination.	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars	25
Jordan Spreaders and Spreader-Ditchers.....	25
Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.	
Industrial Brownhoist Locomotive Crane.....	25
Industrial Brownhoist, Deisel Powered, Full Revolving Locomotive Crane should be moved with boom lowered on the racks on boom car. Boom must be disconnected from rotating portion of machine, and supported entirely upon boom car. Cables need not be removed from boom, but must be left slack between machine and boom.	

# SPECIAL INSTRUCTIONS

### 3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.: (Continued)

Wrecking Cranes (non-self-propelling) ..... 25  
 Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):  
 The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-Propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30

### 3-F. Concluded

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position ..... Maximum Train Speed Consist "A"  
 Scale Test Cars ..... Maximum Train Speed Consist "A"  
 Scale test cars must be handled next to caboose.

### 3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

### 3-H. STEAM ENGINES—MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

## ARBITRARY HOLDS---PASSENGER TRAINS

STATION	Train Number	Hold for Division Train	Hold Until	Length of Hold	REMARKS
Palestine.....	21	Palestine .....21	Indefinitely	Indefinitely	For connection.
Palestine.....	21	Palestine .....25	7:50 A.M.	30 Minutes	For connection.
Palestine.....	37	Palestine .....37	Indefinitely	Indefinitely	For connection.
San Antonio.....	21	San Antonio.... 21	Indefinitely	Indefinitely	For passengers.
San Antonio.....	205	San Antonio.... 21	2:20 P.M.	1 Hour 30 Min.	For passengers.
Laredo.....	22	N. De M .....1	10:05 A.M.	1 Hour	For sleepers.

#### EXPLANATION OF CHARACTERS

- Ⓜ—Radio Base Station.
  - D—Diesel oil.
  - T—Turntable.
  - Y—Wye track.
  - §—Track scales.
  - \*—Mail crane.
  - CS—Continuous train order office.
  - LS—Limited train order office (hours of service specified by general order).
  - P—Telephone communication only.
  - TP—Telegraph or telephone office; not a train order office.
- Register Stations are shown in full-faced type.

#### EXPLANATION OF STOPS

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.

Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines.

#### TABLE OF SPEEDS:

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
59.....	1	1
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

# MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

## HOSPITAL, PALESTINE, TEXAS

### DR. HARRY A. HAVERLAH, Chief Surgeon

#### DISTRICT SURGEONS

Dr. Edmond Doak.....Taylor, Texas  
 Dr. E. W. Stromberg.....Taylor, Texas  
 Dr. C. C. Shotts.....San Antonio, Texas  
 Dr. W. R. Powell.....Laredo, Texas

#### EYE, EAR, NOSE AND THROAT

Dr. A. D. Wages.....Palestine, Texas  
 Dr. J. C. Gallagher.....Hearne, Texas  
 Dr. Margaret Alexander.....Taylor, Texas  
 Dr. H. L. Hilgartner.....Austin, Texas  
 Dr. C. J. Boehs.....San Antonio, Texas  
 Dr. E. D. Dumas.....San Antonio, Texas  
 Dr. G. E. Penny.....Laredo, Texas

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Missouri Pacific Lines Employees Clinic located at 1503 West Houston Street, corner of Houston and Comal, San Antonio, Texas.  
 Hours from 8:00 A. M. to 5:00 P. M. daily except Sundays. Telephone CApitol 6-1037.